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MEA Celebrates Capital for a Day in Capitol Heights, MD



Director Malcolm Woolf, joined by MEA Energy Efficiency Program Manager, Dean Fisher, met with county liaison, Mr. J. Booth, and toured the town hall, which is a proposed project under the county's plan for Energy Efficiency and Conservation Block grant funding. Director Woolf also presented Mr. Booth

The 427th session of the Maryland General Assembly ended Monday night with clean energy issues in the forefront of the legislature's actions. Governor O'Malley has hailed this session as a great success, with little of the partisan rancor that has affected prior sessions.

Thanks to all of you who made this session such a success. We look forward to partnering with you in the coming year to build on these measures and preserve Maryland's reputation as one of the leading clean energy states in the nation.

The Governor's legislative package included three energy proposals initially vetted to stakeholders through the Maryland Energy Outlook that was presented to the Governor by MEA in December. All three bills passed. Below is a summary of those bills and other bills of interest that were supported by MEA:

MEA Administration Bills

HB 464/SB 287: MD Clean Energy Incentive Act of 2010: HB 464/SB 287 extends the existing Clean Energy Incentive Tax Credit for an additional 5 years. This bill offers Marylanders a state income tax credit for electricity generated by renewable energy sources, such as solar, wind and geothermal. Based upon project awards to date, by the end of 2010 MEA will have certified \$6.5 million out of the \$25 million limit, generating almost 1 million MWh of clean energy. This bill's passage means that there will be an additional 3.3 million MWh of clean energy in Maryland.

HB 469/SB 281: Motor Vehicle Excise Tax - Tax Credit for Electric Vehicles: HB 469/SB 281 creates a 3-year vehicle excise tax exemption for the purchase of plug-in electric vehicles (PHEV) to make electric vehicles more cost effective for buyers. The excise tax exemption would be capped at \$2,000 per vehicle. Exemptions would be limited to one per individual and 10 per business entity. In 2008, Congress included in the Energy Improvement and Extension Act a new tax credit for qualified PHEVs

with a check for the county's \$24,000 formula-based EECBG grant. This award is one of many grants being provided to counties and local municipalities as part of the State's \$9.5 million EECBG investment under Governor Martin O'Malley's leadership. EECBG is made available from the American Recovery and Reinvestment Act.

For more information on EECBG, please visit:

<http://energy.maryland.gov/EECBG.asp>

purchased between 2009 and 2014. The credit ranges from \$2,500 to \$7,500 for passenger vehicles.

HB 471/SB 277: Renewable Energy Portfolio Standard

- Solar Energy: HB 471/SB 277 accelerates Maryland's Renewable Portfolio Standard (RPS) requirements in the early years (2011 – 2017), resulting in more residential and commercial solar installations in those years. This will translate into more green jobs for our workers and a reduction in our State's carbon footprint. It will make the phase-in of the Solar RPS more evenly distributed over the next decade and provide more long-term support for Maryland's growing solar industry. This change will put the State's solar goals more in line with New Jersey and Delaware

Other Energy Bills Enacted into Law:

SB 355/HB 801/HB 821/SB 529: Net Metering Bills: SB 355 requires an electric company to pay a customer who generates electricity for credits from excess electricity generated. By October 1, 2010, the Public Service Commission (PSC) is required to create a standard value for generation credits, which may vary based on location. Payment for excess generation credits must be at the same retail electric rate the customer-generator pays for the consumption of electricity. HB 801 changes the accrual of credits from a customer from a kilowatt-hour (kWh) basis to a dollar basis. HB 821/SB 529 includes fuel cells as a source of generation eligible for net energy metering.

HB 674: High Occupancy Vehicle (HOV) Lanes - Use by Plug-In Vehicles: HB 674 allows plug in vehicles, both hybrid and electric, to use high occupancy vehicle (HOV) lanes without restrictions on the number of passengers required to be in the vehicle.

[The Maryland Energy Administration](http://www.energy.maryland.gov) offers a wide variety of resources, strategies and information to help you reduce your energy consumption, increase your understanding of alternative energy, and ultimately help [EmPower](#) fellow Marylanders to take control of our energy future. For more detailed information, please bookmark MEA's website: <http://www.energy.maryland.gov>

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1623 Forest Drive, Suite 300 • Annapolis MD 21403
Tel: 410.260.7655 • Tel: 800.72.ENERGY • Fax: 410.974.2250